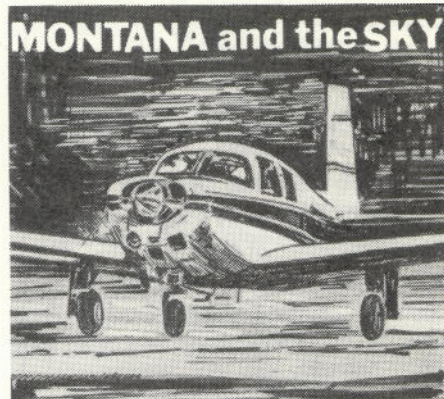




Passengers unloading at Logan Field from inaugural flight of Star Aviation Denver-Gillette-Billings daily route.



MONTANA AERONAUTICS DIVISION

VOL. 29, No. 5

MAY, 1978

MPA CONVENTION- SAFETY SEMINAR

The 1978 MPA Convention being held June 2-4 at the Heritage Inn in Great Falls, will sponsor a flight seminar Friday afternoon, June 2. The instructors and their subjects will include:

George Scott, Flight Service Station — Flight Watch

Pete Morrow, RAPCON — Tower and Approach Control

Boni France, FAA Tower Chief — Communications

Jack Wilson, Aeronautics Division—Mountain Flying & Search and Rescue Procedures

Jack Van de Riet, FAA—General Aviation

Mike Ferguson, Aeronautics Division — What a pilot can do to his airplane without an airframe and power plant license.

A simulator will be made available by AVEMCO, so bring your log books.

FAA AMENDS RULE ON CARRYING ELT's

The FAA has issued a regulation permitting temporary operation of an aircraft without the required Emergency Locator Transmitter (ELT) when this equipment has been removed for inspection, repair, modification or replacement. The change is effective

immediately.

The FAA action implements legislation enacted by the Congress to deal with the problems created by frequent malfunctions of the ELT.

The new regulation limits to 90 days the time an aircraft can be operated with the ELT removed and requires that a placard stating "ELT Removed" be mounted in the aircraft in full view of the pilot during that time. It also requires that the aircraft records contain an entry that includes the date of initial removal, the make, model, serial number and the reason for the removal.

The ELT is intended to aid in the swift location and rescue of any survivors of an aircraft accident by providing a "homing" signal for search aircraft. It is designed both to withstand the force of a crash and be triggered by the impact.

Installation of ELT's was mandated by the Congress in 1970 by an amendment to the Federal Aviation Act. FAA subsequently amended Part 91 of the Federal Aviation Regulations (General Operating and Flight Rules) to require this equipment on most aircraft.

However, frequent ELT malfunctions — particularly inadvertent or false triggering of the signal — have created problems for aircraft owners as well as search and rescue personnel. As a result, Congress further amended the law to permit temporary operation of aircraft without an ELT.

FAA is adopting the new rule without prior public notice since it implements

a Congressional directive and also represents a lessening of current restrictions. However, the public will have until June 14 to submit comments on the agency action. Comments should be addressed to FAA, Office of Chief Counsel, Rules Docket, AGC-24, 800 Independence Ave., S.W., Washington, D.C. 20591. Reference should be made in the comments to FAR91.52 (f) (10).

MEMORIAL DAY 170 OWNERS FLY-IN

The International Cessna One-Seventy Association Fly-in over the Memorial Day weekend will be a camp out at the ranch of Mr. & Mrs. Gary Marquiss, Little Buffalo Ranch Airways, Savageton Route, Gillette, Wyoming. Their place is found on the Cheyenne sectional — located 42 miles south of Gillette. It is 172 radial, 40 miles air from Gillette VOR, almost due south.

Tentative plans include arrival on Saturday to see the buffalo herd, and have a hamburger fry; Sunday, fly over the scenic views, spot landings and bomb drops at the ranch in the afternoon, banquet in the evening; Monday, breakfast at Cody, see the museum and either depart from there or return to the ranch for the evening.

Write Mr. Marquiss if you will be attending.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

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Harold A. Fryslie, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the
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Administrator**

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THURBER'S  HELENA

Administrator's Column



The Aeronautics Board met April 21 to review the Hearing Officer's findings in regard to the Big Sky hearing which was held March 16. With only some minor changes, the Board concurred with the Hearing Officer, Frank Kampfe, and granted Big Sky Air Transportation Company, dba Big Sky Airlines, a Certificate of Public Convenience and Necessity to operate their scheduled commuter airline on two routes, one being Billings - Helena - Kalispell twice daily, and Billings - Butte - Missoula twice daily. Big Sky Airlines was given 120 days from the date of the final order to implement their first phase which is the Billings - Helena - Kalispell route.

* * * * *

During this same meeting Wyoming Airlines, Ltd. presented their application for a Certificate of Public Convenience and Necessity to fly into Billings from Denver with intermediate stops in Wyoming. The Board has subsequently decided to grant Wyoming Air a hearing on June 22 in Helena.

* * * * *

Star Aviation initiated their inaugural flight into Billings from Denver with one stop at Gillette, Wyoming, on May 1. The inaugural flight was made in a Metroliner (see photos in this publication).

* * * * *

The Department of Transportation is once again making an attempt to impose aviation user charges. The FAA feels that individuals receiving benefits from their services should pay for them. It is estimated that the proposed fees, if adopted, will raise about \$22 million per year. Under the FAA's proposal,

charges would be made for medical certificates, pilot ratings, flight engineer ratings, aircraft registration, recording of aircraft titles, issuance of aircraft registration numbers, mechanic ratings, inspector ratings, and FAA written exams. At the present time the FAA has approximately \$2 billion in the aviation trust fund already paid by aviation users and I strongly feel that additional user fees need not be imposed on an industry already over-burdened by federal requirements. I urge each of you to write to the FAA's Office of Chief Counsel, Attn. Rules Docket, AGC-24, 800 Independence Avenue, S.W., Washington, D.C. 20591, and express your opposition to Docket No. 17859 (Notice No. 78-6) which covers this proposed rule. You should send a copy of your correspondence to our Congressional Delegation, or write to them in addition. Deadline for comments is July 19, 1978. If you need any further information, please feel free to contact me at any time.

* * * * *

I want to congratulate Bernice Peacock, my Administrative Assistant, and editor of this publication, for achieving one of the highest awards bestowed upon a legal secretary. The Montana Legal Secretaries Association chose Bernice over many other nominees to receive this award which was announced at the annual convention held in Bozeman May 5-8.

Bernice will be retiring from the Aeronautics Division July 1 and I know that receiving this high award has been one of the most memorable honors she has received during her professional career.

I am sure you all join me in extending deserved congratulations to Bernice.

* * * * *

I am pleased to learn that the FAA has amended their rules on carrying ELT's. An airplane can now be flown while the ELT is out for maintenance. I would like to urge you to read the article covering this subject elsewhere in this publication.

* * * * *

I attended the MPA board meeting in Lewistown May 6. The main topic of discussion was the annual MPA convention planned for June 2-4. It sounds like this will be a great convention and I'd like to urge you all to attend this year. If you are not an MPA member come anyway — you won't be sorry!



Bernice Peacock, holding her plaque as Montana Legal Secretary of the Year.

* * * * *

I attended the Fly-in at Laurel May 7 and even though the weather didn't cooperate, an enthusiastic crowd turned out to see the many aviation activities and displays. The highlight of the afternoon was the aerobatics demonstration performed by Ron Litton of Billings. Ron's performance was thrilling, and I'm sure complicated, due to the adverse weather conditions.

EUREKA-CRYSTAL LAKES FLY-IN

There will be a combination Fly-in at Eureka - Crystal Lakes on July 15 & 16. Breakfast will be served at a nominal cost both mornings at Eureka Airport in the Piedmont-Northwest Aircraft Sales hangar.

There will be flour bombing, and a spot landing contest. Other activities are also planned. You can then fly to Crystal Lakes in the afternoon for a game of golf, swimming, or tennis.

Crystal Lakes Resort is located 40 miles northwest of Whitefish, 10 miles south of Eureka, and one mile from Fortine which is next to Highway 93.

The resort has a nine hole regulation all grass golf course, two plexi-paved tennis courts, a large heated pool, lounge and restaurant. There is a 5,000 foot oil gravel base runway. After June 1 100 octane fuel will be available. There is a motel.

Overnight accommodations are also available at Eureka. You can reach Eureka on unicom 122.8, and they have an ADF on frequency 392.

EUREKA FBO PIEDMONT NORTHWEST AIRCRAFT SALES

Ernie Ratti and Gordon Wagner are partners in the Piedmont Northwest Aircraft Sales at Eureka Airport. They are assisted by their wives, Mary Ellen "Cookie" Ratti who helps out in the office, and Marge Wagner, who does the accounting.

Piedmont specializes in pre-owned aircraft sales, has some rental aircraft, and 80/100 aircraft fuel available. They are not set up for handling credit cards, so all fuel sales are on a cash basis.

Both men have in excess of 10,000 hours flying experience and have commercial, instrument, multi engine and seaplane ratings. Ernie has an A&P rating and will do emergency maintenance. They have courtesy cars and hangar space available.

Ernie attended aviation school at a Miami college and was in the Air Force for four years. Both men have flown all over North, Central and South America. Gordon has been flying for 30 years. Both belong to AOPA.

Ernie has two small children and Gordon has four who have grown up. Their hobbies include fishing, hunting, snowmobiling and trail riding, but most of all they love to fly.

When you get to Eureka be sure to stop in and say hello to these friendly people and enjoy a cup of coffee. You can reach them on unicom 122.8. They also have an ADF on frequency 392.



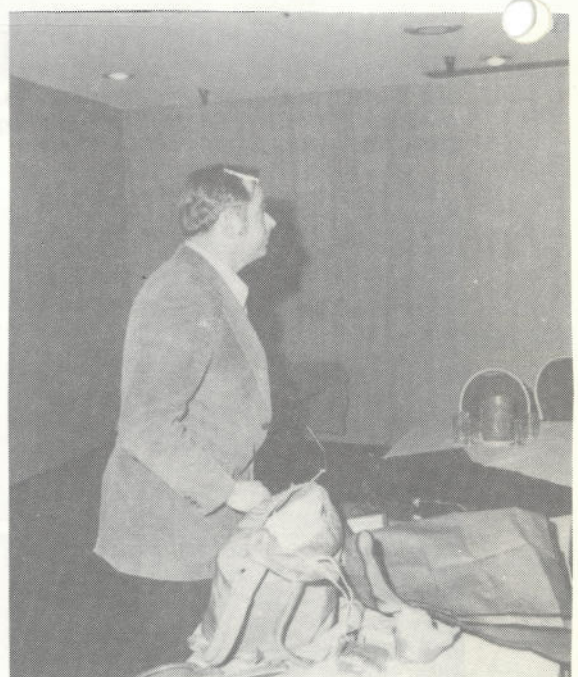
Left to right, Star Aviation Flight Captain; Bob Emch, President of Star Aviation; and Liz Anderson of KTVQ-TV; at May 1 inaugural flight of Star Aviation's Metroliner on the Denver-Gillette-Billings route.



May 1 inaugural flight of Star Aviation Metroliner at Billings Logan Field.

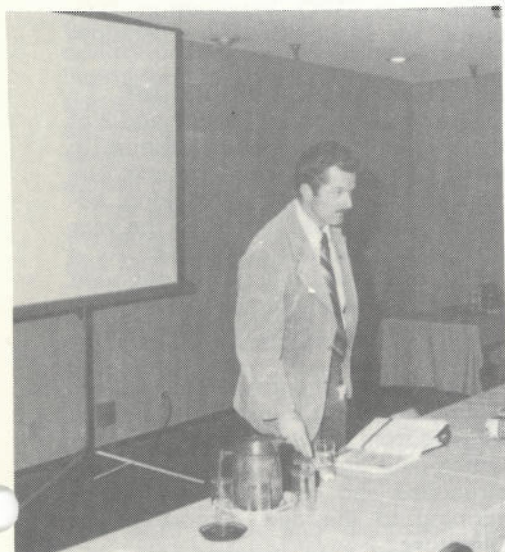


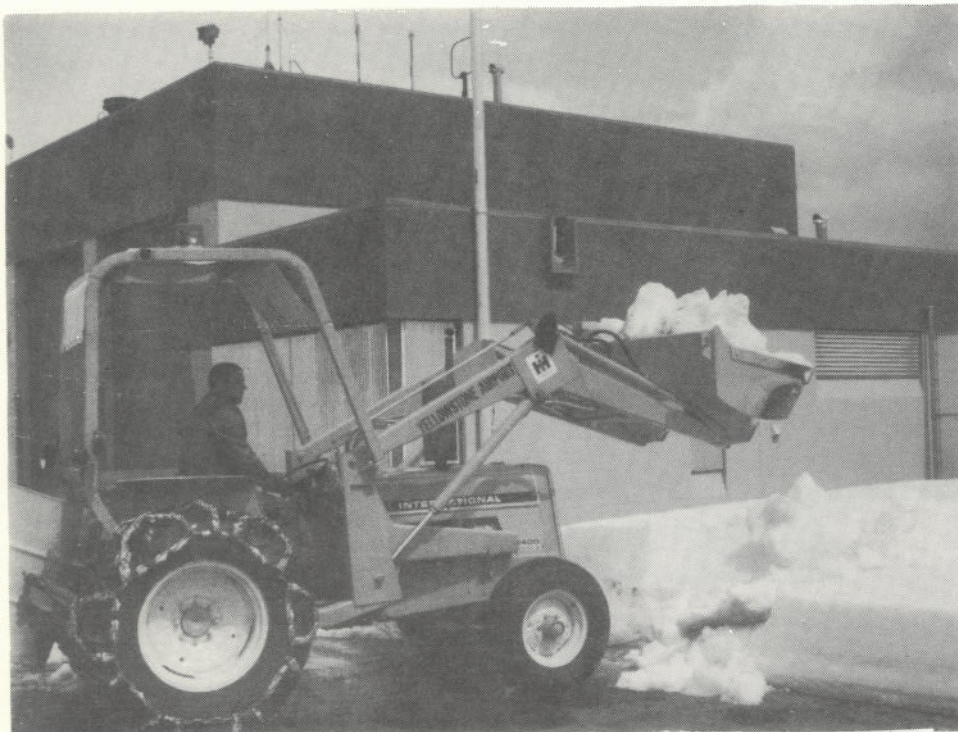
1978 FLIGHT INSTRUCTOR





REFRESHER COURSE





Clearing the snow from the operations area of Yellowstone Airport for summer opening.

YELLOWSTONE AIRPORT OPENS JUNE 1, 1978

The Yellowstone Airport, located two miles north of West Yellowstone, Montana will officially reopen for the 1978 season on June 1, 1978.

Western and Frontier Airlines will provide scheduled airline service to Yellowstone again this summer. Hertz, Avis and National Car Rental agents will operate from the terminal building, as will the Yellowstone Park Company which provides bus tours through the national park.

The airport cafe is open from 7:00 a.m. to 5:00 p.m. daily and a gift shop is also open in the terminal building.

Yellowstone Aviation is the fixed base operator offering both av-gas and jet fuel, as well as flight instruction, charter and scenic flights.

The Yellowstone Airport will remain open throughout the summer and will close for the winter October 1, 1978.

Further information may be obtained from:

Ted Mathis, Airport Manager
Montana Aeronautics Division
P.O. Box 5178
Helena, Montana 59601
(406) 449-2506, Helena
(406) 646-7631, West
Yellowstone

CALENDAR

June 1 — Reopening of Yellowstone Airport, West Yellowstone, MT.

June 2-4 — Montana Pilots Convention, Heritage Inn, Great Falls.

June 12-30 — Aviation Education Summer Workshops, Montana Tech, Butte.

June 12-21 — Aviation Education Summer Workshops, Montana State, Bozeman.

June 19-28 — Aviation Education Summer Workshops, Eastern Montana College, Billings.

June 29-July 1 — Aviation Education Summer Workshops, Northern Montana College, Havre.

July 8 & 9 — Miles City Airport, 50th Anniversary and Rededication as Frank Wiley Field.

July 10-21 — Aviation Education Summer Workshops, Carroll College, Helena.

July 15-16 — Lewistown Antique Aircraft Fly-In and Air Show. Contact Frank Bass for further information, 501 1st Ave., South, Lewistown, MT 59457.

July 15-16 — Eureka-Crystal Lakes Fly-in. (See article)

July 22-23 — Schafer Meadows Fly-In.

August 6 — Air Show, Livingston, MT
Oct. 6-8 — Montana Flying Farmers Convention, Havre.

October 28 — Second Annual Great Falls to Jackpot "Halloween Air Race".

For further information contact Race Chairman, Patti Thompson, 2844 4th Ave., South, Great Falls 59405.

CENTERLINE

By: **Jim White**, Chief
Air Transportation Bureau

UNBALANCED LOADING CITED IN NEW CUMBERLAND CRASH

Loading an airplane in a tail-heavy manner can affect the craft's stability so seriously that it may be difficult or impossible to recover from a stall or spin.

This is one of the messages carried in FAA's newly revised Weight and Balance Handbook for pilots, and the point is underscored by the recent National Transportation Safety Board finding that improper loading (tail heaviness) was the probable cause of a light twin airplane crash that killed two experienced pilots (each with instructor rating) and six passengers, as well as one person on the ground. The state operated airplane crashed shortly after takeoff at New Cumberland, PA. Using all possible combinations of loading to calculate the center of gravity of the flight, the Safety Board estimated the C.G. to be between 2.09 and 3.2 inches aft of the rear limit. "This imbalance," said the Board, "led to the pilot's inability to control the longitudinally unstable aircraft during a climbing turn under instrument flight conditions."

The updated publication, "Pilot's Weight and Balance Handbook" (AC 9123A) covers loading problems faced by general aviation pilots when operating light aircraft, including twin-engine air-taxi types. Copies may be ordered from Superintendent of Documents, GPO, Washington, D.C. 20402, for \$2.30 (Stock No. 050-007-00405-2).

AIM TRANSITION SPEEDED UP

The phasing out of Parts 2 and 3 of the Airman's Information Manual in favor of the new seven-volume Airport/Facility Directory is being accomplished in less time than the year that was previously estimated. As a result, AIM Part 2 will be discontinued after the Spring/Summer 1978 edition. Part 3 ceased publication on March 23, 1978.

Subscribers who are entitled to later editions of Parts 2 and 3 will receive refunds from the Government Printing Office, and are also being mailed instructions and order forms for subscribing to the new Airport/Facility Directory.



FAA HONORS CIRCLE AIRPORT WITH AWARD. Receiving the FAA Rocky Mountain Region's 1977 environmental award for general aviation airports, shown left to right: James Hutchens, Chairman of the Circle Airport Board; Isaac H. Hoover, Deputy Director, FAA Rocky Mountain Region; Edwin Moos, County Commissioner; and Mayor Harvey Kirkegard. Presentation was made March 23, 1978.

FLIGHT INSTRUCTOR REFRESHER COURSE

By: **Jack Wilson**, Chief
Safety & Compliance Bureau

The annual Flight Instructor Refresher Seminar conducted by the Montana Aeronautics Division, was held in Helena March 6-10, 1978. The first three days of the course were ground school instruction from 0800 to 1700 each day. For that portion of the seminar, instruction was given by flight instructors from Montana who have ground school and flight instructor ratings. Instruction was given in controlled airspace, aviation weather, flight service station operations, approach and departure control procedures, flight service station operations, approach and departure control procedures, flight maneuvers, instrument instruction, FAR Part 61 and 91, flight instructor responsibilities and fundamentals of instruction as well as two hours of survival lecture conducted by Mr. Hatfield from Laurel.

The last two days of the course, Thursday and Friday, March 9 & 10, was the flight portion of the seminar, conducted each year at the end of the course. Those people who attend the flight portion have to attend the ground school the first three days. Those selected for the flight portion were assigned airplanes and flight tutors who are the FAA designated examiners from throughout the state. During these flights all phases of flight instruction were flown and discussed by tutors and trainees, each tutor had 4

trainees assigned to him. After the flight instruction portion of the course the trainees were given flight checks and/or recertificated or renewed by the General Aviation District Office of their particular district, the renewal or reinstatements being directly at the discretion of the General Aviation District Office.

ARE ACRONYMS KILLING PEOPLE?

By: **Dale Uppinghouse**
Accident Prevention Specialist
FAA, GADO 1

Let's say we are putting along Victor. Whatever listening occasionally on 122.6 or 123.6. We hear the FSS asking someone, "Do you have Sigmet Alpha 4?" Does it trigger a red light in our thinking process? Not likely, right? Maybe we are heading into some stinking weather, but it is hiding behind an acronym. Instead of listening further we may even turn the volume down so we can discuss the ball game.

What if the FAA employee was allowed by his manual to say, "Hey fellas, there's some hail and moderate turbulence over by West Overshoe." Would that be a better way to get the word out, or would it scare H--- out of your passengers? Would you rather have him say, "Be aware Sigmet Alpha Four is in effect from Doozelberry to Blue Funk?" While we are discussing this, which weather is worse, the Sigmet or the Airmet kind? How many pilots can say without looking it up? How many know how "Flightwatch" works? How many listen on one two

two point nothin'?

Flight service station teletypes are now hooked up to computers. Computers can query far distant stations for their weather, but because the teletype circuits are often busy, a pilot may have to wait 15-30 minutes for his particular long range briefing. Computers are marvelously patient (with each other) though and when they eventually get a circuit they will talk to each other. It's a good reason to give the FSS a call in advance for your weather.

Computers also figure what direction and how fast the upper winds *should* blow. You may discover that they are actually blowing the other way. You can call in and say so. The computer will ignore you (you're no computer) but the FSS specialist may pass the word so it won't all be wasted.

This last winter had some horrible flying weather and some horrible weather-related accidents. Why not try to get all the weather info that is available? Let's use the EFAS. If you are not sure what SIGMETs, AIRMETs, EFAS, etc. mean, please hot-foot it to the nearest flight service station or instructor and find out.

LETTERS TO THE EDITOR

Editor
Montana Aeronautics Division

Dear Sir:

Having recently returned from a camper trip to Arizona and California pursuing a gold mining hobby, I am catching up on accumulated mail.

I notice in the February issue of Montana and the Sky, that Mr. Thompson, Mr. Finnegan and Mr. Collier received their private pilot's licenses at ages 60 to 62.

It may interest you to know that I took my first lesson on 4/14/74 and received my private pilot's certificate on 11/1/74, at age 69.

Our daughter, age 18, a student at N.C.B., in Rapid City, had been taking flying lessons at R. C. Regional airport the winter of '73-'74. Losing her transportation to the airport, after about 11 hours of instruction, a friend of ours, Mr. John Jardine, attorney and pilot, urged me to join the Marathon Club in Butte and our daughter could continue her lessons on my membership.

Easter Sunday morning, John called me and asked if I would like to go to Butte. Instead of flying with him, as I

expected, we went to the home of Mr. and Mrs. Roy Dower.

Already over-burdened with hobbies—fishing, hunting, trapping, mineral and gem collecting, mining, milling, lapidary work, plus lawn and garden, I couldn't resist the challenge when Mrs. Dower, Patricia (Pat) asked if I would like to have my first lesson. (Who could resist an attractive young red-headed Irish girl who proved to be an excellent instructor).

I had my check ride with George Wetherell of Butte, a real fine pilot, 11/1/74. Since then I have taken a number of friends up and around the mountains and even my wife of nearly 46 years has had enough confidence in me to have logged about 12 hours in the air.

Sincerely,
/s/ R. E. Davenport
Whitehall, Montana 59759

FLY SAFELY

By: Jack Wilson, Chief
Safety and Compliance Bureau

Well — here it is spring again and summer is not far away. Naturally with summer will come all the various fly-ins around this and other nearby states. Some of these fly-ins will be into reasonably remote airfields that some of us are not too current in approaching and landing upon. As a suggestion it would possibly do a lot of us and our passengers a big favor to go out and do a little practicing on the approach and landing into these semi or remote areas.

It would probably be a good idea to practice slow flight with power on, flaps in various configurations, various rates of descent, and practice landing on

spots on the runway with power on, with reasonably low airspeed approaches. Unless the pilot can maintain precise control of the aircraft throughout the approach and land the aircraft within 50 feet of a proposed spot on the runway, then it could become extremely hazardous to fly into and land at some of the airfields which are in canyons or are very short airfields back in some of the wilderness or primitive areas.

Why not brush up on the approach and landing phases and not completely disregard the different takeoff and departure procedures from some of the various airfields in Montana and/or Idaho, Wyoming, etc. I am sure you will feel much better after having done this upgrading of your proficiency and I am sure your passengers will appreciate your thoughtfulness for their well-being.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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